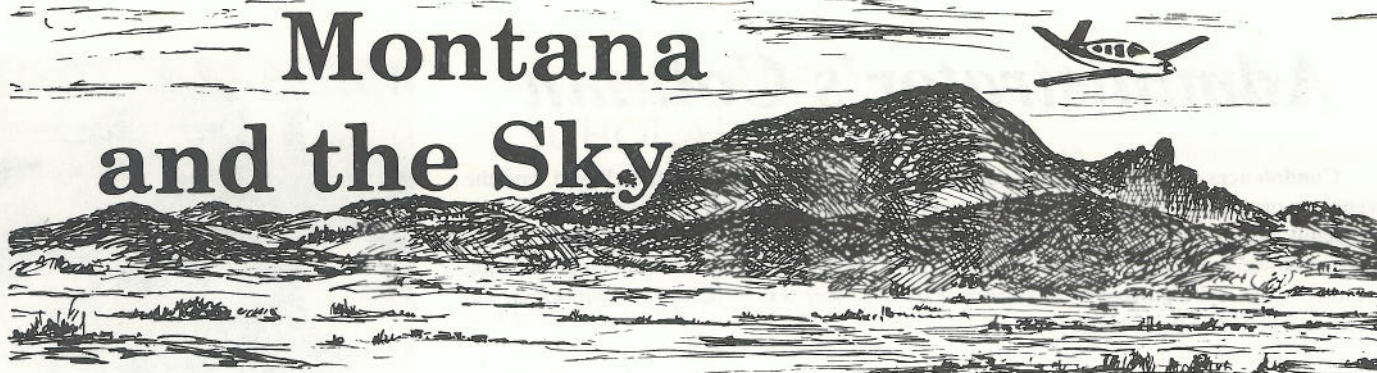


Montana and the Sky



Vol. 40, No. 12

MONTANA AERONAUTICS DIVISION

December 1989

AIRCRAFT REGISTRATION BILLS MAILED

Aircraft registration fee notices were in the hands of Montana aircraft owners by December 1 and the 1990 registration process has begun. At this writing over 650 fee payments have already been processed.

Who must register? No person may operate or cause or authorize to be operated an aircraft in Montana unless the aircraft has been appropriately registered with the Montana Aeronautics Division.

What is the registration deadline? All aircraft **MUST BE** registered no later than March 1 of each year. Aircraft being brought into the state for commercial operation must be registered before beginning commercial operation. Newly purchased aircraft must be registered within 30 days of the date of purchase.

What is the registration fee? The fee is based upon the age and type of aircraft. A fee table is included on Page 7.

Are there exceptions to the payment of the fee? Aircraft which are held by an aircraft dealer solely for the purpose of resale are not subject to the registration fee. However, the dealer must be a bona fide aircraft dealer and the aircraft cannot be used for any flights other than sales demonstration. Aircraft which have been disassembled or for which a major repair is required to return to an airworthy condition also are not subject to the fee. The fee must be paid, however, as soon as the aircraft is returned to flyable condition. **EVEN IF THE AIRCRAFT IS EXEMPT FROM FEE PAYMENT DUE TO ONE OF THE ABOVE CONDITIONS, THE SIGNED BILLING FORM MUST BE RETURNED TO THE DIVISION NO LATER THAN MARCH 1.**

What is the penalty for late registration or failure to register? The penalty for late registration or for failure to register is severe - five times the fee plus the

fee. This penalty will be assessed against all aircraft of record which have not been registered as of March 1. A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft without a registration decal displayed on the aircraft commits a misdemeanor.

PLEASE BE SURE TO SIGN AND DATE ALL FORMS RETURNED TO THE DIVISION. IF YOU SOLD YOUR AIRCRAFT DURING THE YEAR, PLEASE PROVIDE THE NAME AND ADDRESS OF THE BUYER.

PROGRAM TAKES SHAPE FOR 1990 CONFERENCE

The 1990 Montana Aviation Conference promises to offer something of interest for anyone involved in aviation. The Conference will be held March 1 - 3 at the Colonial Inn in Helena.

Cosponsors for this year's Conference are the Montana Airport Management Association, the Montana Pilots Association, the Montana Aviation Trades Association, and the Montana Aeronautics Division. Ron Mercer, Helena Airport manager, is serving as chairman of the host committee.

Exhibit space for the trade show is selling fast with reservations having been made by aviation businesses from all over the U.S. Exhibitors are expected to begin setting up displays on Wednesday, February 28, and the trade show will be open for the first time on Thursday morning, March 1.

The Conference will officially open with the kick-off luncheon on Thursday, March 1.

Featured speaker for that luncheon will be James Kolstad, chairman of the National Transportation Safety Board. Also included on the luncheon agenda will be welcomes from local and state political leaders.

Numerous concurrent sessions will be offered which will cover a wide range of aviation interest. Some potential topics include: airborne navigation, medical aspects of flight, crossing the border into Canada, aviation history, the pilot and the law, military refueling, mo gas and alcohol, aviation insurance, product liability, airline service, and others.

Special seminars will be offered in conjunction with the Conference. The Division's annual Aircraft Mechanics Refresher Seminar will begin on Thursday morning, March 1, and run at various times throughout the weekend for a total of eight seminar hours. The Ag Operators Seminar will also be held beginning with an ag operators dinner on Wednesday evening, February 28, and concluding on Thursday afternoon, March 1.

Dr. Jerald Cockrell will again attend the Conference and will conduct a Flying Friends Seminar for non-pilots. This session is presently scheduled for Friday morning, March 2.

Most of the aviation organizations will hold business and/or board meetings during the Conference as will the Aviation Organizations of Montana. The Aeronautics Board will also be in attendance.

A spouses program is being planned which will probably include tours of some of Helena's historic sites and the Capitol complex.

Preregistration for the Conference will be \$25 for a single registration; \$35 for a family. Registration fee at the door will be \$30 for a

(continued on page 3)

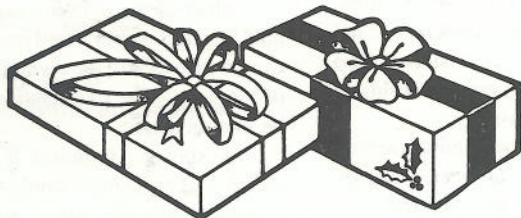
Administrator's Column

Condolences. On behalf of the Aeronautics Division, the Aeronautics Board, and the aviation community of Montana I wish to extend our sincere condolences to Audrey Van De Riet and family in their loss of Ray Van De Riet. Ray fought a losing battle with cancer and passed away on November 22, 1989. Ray was well known in the aviation community for his untiring volunteer work and involvement in aviation activities. Ray was respected as a gentleman and friend, and he'll be sorely missed.

Progress on New Loran C Station for Montana. The new Loran C station being installed near Chester, Montana, has had some minor setbacks in construction progress; and, therefore, the commissioning date of September 1990 will now more likely be set back until sometime in mid-1991. The Chester station will become the Master Station of a new North Central Chain which includes Gillette, Wyoming, Williams Lake, B.C., and Baudette, Minnesota. Another new Loran C transmitter site is being installed in our region near Gillette, Wyoming, and it will be part of the new South Central Chain with the Master Station at Boise City, Oklahoma. This Chain will also include Las Cruces, New Mexico, Gransville, Louisiana, Raymondville, Texas, and Search Light, Nevada. The U.S. Coast Guard is installing the new sites which will also have monitors located at least 100 miles distance from the site to provide signal quality monitoring of the transmitted signal. The U.S. Coast Guard will train FAA technicians to maintain these monitors. The Chester site's monitor will be at Great Falls, and the Gillette site's monitor will be at Grand Junction, Colorado. After the new Chains are up and running, ten Loran approach procedures will be available for each state.

Mode C Rule Change Urged. The Aircraft Owners and Pilots Association, Experimental Aircraft Association, Helicopter Association International, and the National Association of State Aviation Officials petitioned the Federal Aviation Administration to change their Mode C transponder rules and allow aircraft without Mode C to utilize the smaller satellite airports and heliports which fall within the 30-mile veil of a Terminal Control Area. Concern was expressed that many general aviation aircraft have had to relocate because of lack of a Mode C transponder and the resulting negative financial impact on the small general aviation airports within the 30-mile veil. The group requested that the floor be set up to 2,500 feet above ground level within the 30-mile TCA veil.

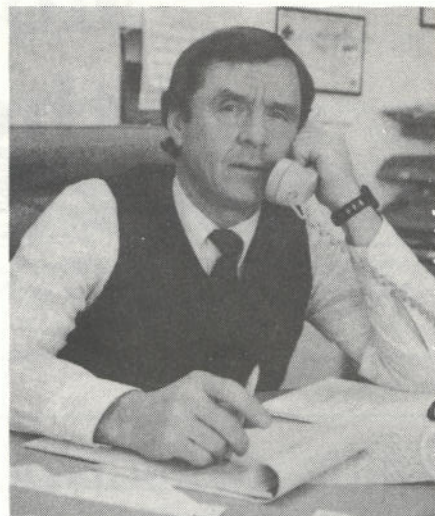
MERRY CHRISTMAS! I would like to take this opportunity to wish everyone a Merry Christmas, a Prosperous New Year, and Happy Flying in 1990!!!



NEW FAA WRITTEN EXAMINER

Diana Manning at Holman Aviation has been approved to give FAA written exams in the Great Falls area. She can administer all FAA written tests.

Contact Diana at Holman at 453-7613.



Montana and the Sky
USPS 359 860
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Official Monthly Publication
of the
AERONAUTICS DIVISION
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MONTANA AND THE SKY is published monthly in
the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$3.00 per year
Editor: Martha E. Kurtz

"POSTMASTER: Send address
change to Montana and the Sky,
Box 5178, Helena, Montana
59604."

1990 CONFERENCE

(Continued from page 1)

single; \$40 for a family. In addition, those preregistering will be eligible for a special drawing for two free airline tickets.

The registration fee will cover entrance to all sessions, a free luncheon on Friday, and two free tickets to a hospitality hour.

Meal tickets can be purchased separately. However, you **MUST RESERVE MEAL TICKETS NO LATER THAN 24 HOURS IN ADVANCE**. Tickets for the Thursday luncheon must be reserved prior to the Conference.

Rooms have been blocked at the Colonial Inn. Rates will be \$44 for a single room; \$50 for a double. Call the Colonial at 443-2100. Be sure to mention that you will be attending the state Aviation Conference. Other hotels within walking distance of the Colonial are the Coach House East at 443-2300 and the Super 8 at 443-2450.

A registration form is included elsewhere in this issue. Registration forms have also been mailed to all Montana pilots of record.

Send in your registration today to be eligible for the free airline tickets. The Conference is an event well worth attending.



NOTAMS ON STATE-OWNED AIRPORTS

The following information has been provided to the FAA as a Notice to Airmen (NOTAM).

1. No snow removal, check locally: Sweetgrass, Tiber Dam, Canyon Ferry, Babb, Browning, Ox Bow/Wolf Creek, East Poplar, Del Bonita, Lavina, and Ryegate.
2. Snow removal irregular, check locally: Lincoln, Rock Creek, and Dell.
3. The Yellowstone Airport is closed for the season.

Contact the Aeronautics Division office if further information is required.

VAN DE RIET SCHOLARSHIP OFFERED

The Van De Riet Flight Scholarship will be awarded again in 1990. Applications are now being requested for the \$200 scholarship.

Presentation to the scholarship winner will be made during the Montana Aviation Conference in Helena March 1 - 3.

The \$200 scholarship, made possible through memorial contributions from friends of Jack Van De Riet was established in 1983 by Ruth Van De Riet. Jack Van De Riet was deeply involved for years in aviation safety programs.

The scholarship is to be used to help defray costs of flight instruction. The award will be based on applications in the form of a letter explaining the reasons for applying and outlining outstanding achievement, future career goals, and past aviation experience.

Letters of application should be sent to the Montana Aeronautics Division, Box 5178, Helena, Montana 59604. Questions can be directed to Fred Hasskamp at the Division at 444-2506.



ALVAREZ RECEIVES INSTRUMENT RATING



Mike Ferguson congratulates Dr. Faust Alvarez, Helena, as the first Cuban/American to receive his instrument rating in the state of Montana. Dr. Alvarez has been an Aviation Medical Examiner in Montana since 1973 and is also a Designated FAA Accident Investigator. He has been flying since 1960. Alvarez is a lieutenant colonel in the Aviation Section as a flight surgeon in the Montana National Guard. He is currently working on his commercial rating.

CALENDAR

Jan. 10 - 11 - Montana Aeronautics Board Meeting, Helena.

Jan. 16 - Avionics Seminar, 7:00 p.m., Copper King Inn, Butte. Sponsored by Aerotronics.

Jan. 17 - Avionics Seminar, 7:00 p.m., Missoula County Airport Board Room.

Jan. 18 - Avionics Seminar, 7:00 p.m., Stage Coach Inn, Salmon, Idaho.

Jan. 23 - Pilot Safety Seminar, Forsyth.

Jan. 24 - Pilot Safety Seminar, Billings.

Jan. 25 - Pilot Safety Seminar, Big Timber.

Feb. 16 - 18 - Flight Instructor Refresher Clinic, Helena.

Feb. 28 - March 3 - Montana Aviation Conference, Helena.

March 1 - 3 - Aircraft Mechanics Refresher Seminar, Helena.

May 4 - 13 - Air/Space America Trade Exposition and Air Show, Brown Field Airport, San Diego, California.

May 19 - 20 - Benchmark Work Session. (If the weather is bad that weekend, May 26 - 27 will be alternate dates.)

June 16 - 17 - Southwest Montana Spring Fly-In. Sponsored by Butte Hangar, MPA. (June 23 - 24 will be bad weather alternate dates.)

July 20 - 22 - Schafer Meadows Work Session.

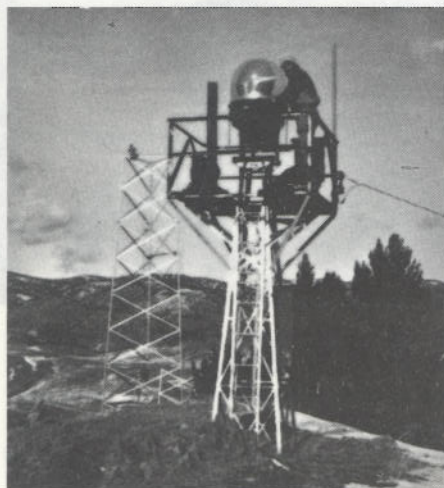
July 27 - Aug. 2 - EAA Fly-In Convention, Oshkosh, Wisconsin.

NEW AVIATION HAZARD ON BOZEMAN PASS

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

It is unfortunate that towers are continually being built in locations which create potential hazards to aircraft. Pictured below is the Montana Aeronautics Division's airway beacon on Bozeman Pass. In the background of the photo you can see the partially constructed microwave tower being built approximately 200 feet northwest of the beacon. The tower will reach 180 feet in height upon completion. Although the tower will be strobe lighted, it does tower above the long established airway beacon used by pilots for so many years to help them navigate over Bozeman Pass.

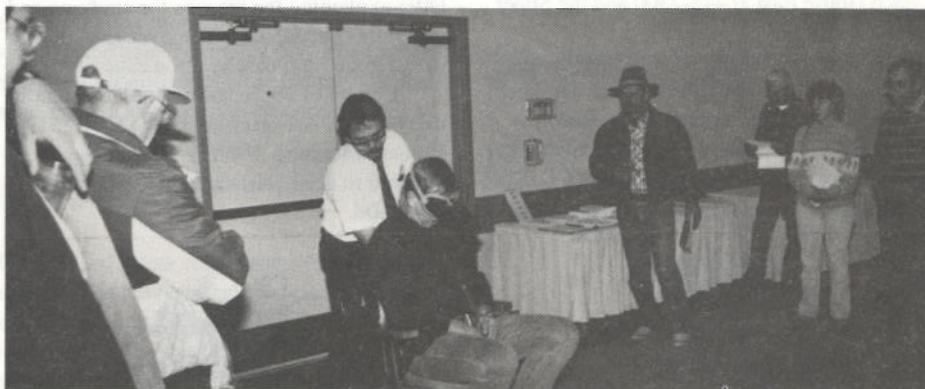
The airway beacon system was established during the 1930s by the CAA, which was the predecessor to the FAA. These beacons were turned over to the Aeronautics Division in the 1960s. The Division currently maintains 22 beacons across Montana. A recent survey indicated that these beacons are very important aids to pilots flying at night and are even used by airline pilots.



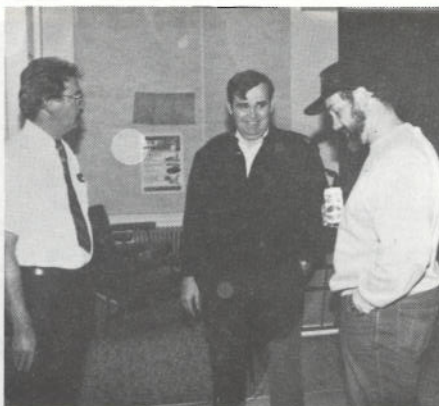
SAFETY PROGRAMS IN WESTERN/ CENTRAL MONTANA



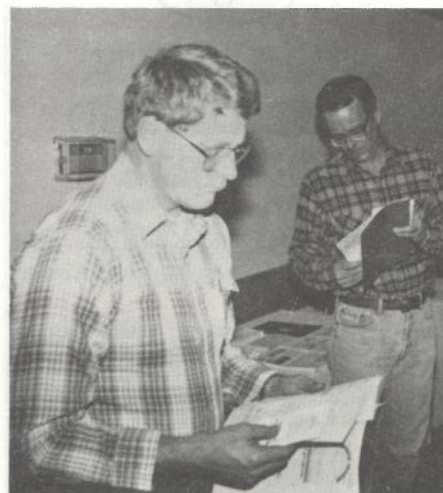
Ray Austin of the Aeronautics Division and Jim Cooney, FAA Accident Prevention Specialist, traveled to Cut Bank, Ennis, Missoula, Kalispell, and Bozeman presenting a series of pilot safety seminars during October and November. These Cut Bank pilots visit following the program.



Jim Cooney demonstrates the sensations of vertigo to a Bozeman pilot through use of the FAA's vertigo chair.



Jim Cooney (left) visits with Capt. Steve Smolen, Malmstrom AFB Safety Officer, and a Cut Bank pilot. Smolen discussed the military training routes in the Cut Bank area and the avoidance of conflicts with military aircraft.



Bozeman area pilots look through free handouts provided by the FAA following the formal program.

DIVISION REPAIRS EASTERN NAV AIDS

Jerry Burrows and Mike Rogan of the Airport/Airways Bureau traveled to eastern Montana in mid-November to troubleshoot a problem with the runway light controller on the Terry airport.

As part of the trip they stopped by Roundup to check the NDB transmitter and the condition of the antenna. A stop was also made at Hardin to work on the unicom antenna there.

Airport/Airways Bureau personnel routinely travel throughout the state to assist nav aids technicians and airport managers in keeping the important navigational aids operational.

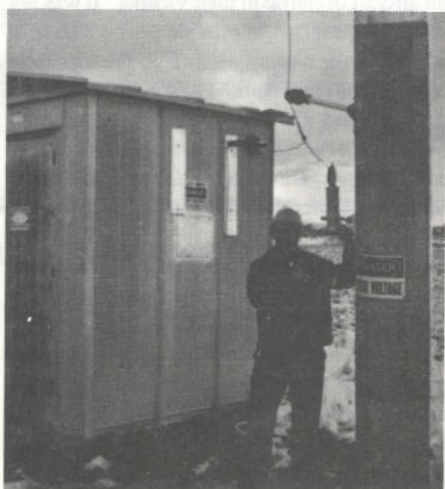
Call Mike Rogan or Jerry Burrows at 444-2506 with questions or problems.



Mike Rogan stands atop a hangar at Hardin where he installs a new connector on the unicom antenna.



The runway light radio controller at Terry gets an adjustment by Mike Rogan. Somehow these trips always seem to happen on the very "nicest" days, and insulated coveralls are a necessary accessory.



Down lead connections on the Roundup NDB are checked by Jerry Burrows.

CENSUS OFFICE OPENS AT HELENA AIRPORT

The Helena Regional Airport leased 7,500 square feet of the terminal building basement to the U.S. Census Bureau effective November 1, 1989. The Census Bureau had tried for several months to find adequate commercial space in Helena; and after several proposals fell through, they became aware of the plans the Helena Airport was considering to remodel the basement of the terminal.

Timing was very critical, but after reaching a lease agreement, the Airport completed the major remodeling in slightly over 30 days with the help of Airport staff and six contractors. The Airport Board acted as the general contractor; and with the round-the-clock help of Dick Griffin of Crossman, Whitney and Griffin Architects, the bare concrete area was remodeled, including new heating, air conditioning, separate power supplies, new stairway from the main floor, a new lobby, new bathrooms complete with pump station, lighting, 10 computer circuits, 35 telephone lines, security system, and many other improvements.

The office will be managed by John Murphy and will employ up to 125 people at the peak of the census. The lease term is only 10 to 13 months, but the space is now prepared for future use.

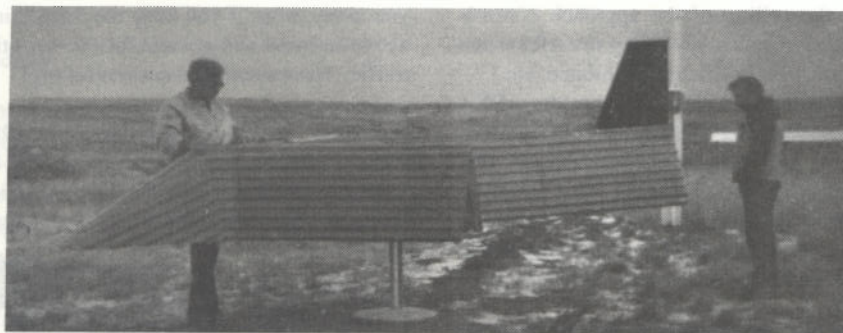
The Helena Airport is also expecting to increase revenues in the Airport operated parking lot, restaurant, bar, and vending areas due to the additional use of the building. Plans are currently being studied to provide access to the basement from the main terminal lobby after the Census Bureau lease expires, at which time the area will be used for offices, meeting rooms, and an aviation museum.

AOPA REACHES MEMBERSHIP HIGH

The Aircraft Owners and Pilots Association is pleased to announce that it has reached an all-time high membership of 300,000.

AOPA is the largest civil aviation organization in the world, representing 43 percent of the nation's 700,000 registered pilots.

GLENDIVE MPA BUILDS WIND DEVICE



Don Orwick (left), FBO at Glendive, and son Brad look over the lighted tetrahedron built recently by the Glendive Hangar of the MPA. The wind direction device is lighted for night and bad weather usage.

FLYING THE ARSAs

By: Dave Robinson, ATCT
Spokane

With today's justifiable concern with near mid-air collisions, the FAA in 1982 established a national airspace review task group to review the Terminal Radar Service Area (TRSA) concept. The TRSA was not working to expectations with purely voluntary participation.

This group was to review and determine the validity of the services provided in meeting user requirements. From the user point of view, there were several significant problems with the TRSA, especially to the general aviation pilot.

The task group found TRSAs were often poorly defined, generally dissimilar in dimensions, and extended over more area than was necessary or desirable. The different levels of services offered within a TRSA caused confusion, and the user was not sure of what he/she was or was not getting in terms of service.

The task group recommended that the airspace and services portions of the current TRSA program be discontinued and that Airport Radar Service Areas (ARSA) airspace and services be implemented as a replacement.

Probably one of the greatest benefits of the ARSA to the general aviation pilot is the reduced separation standards. Whereas TRSA separation standards were found to be somewhat excessive, ARSAs, on the other hand, leave much more room for the pilot to see and avoid his traffic instead of being vectored around it - by miles. Elimination of Stage III requirements was recommended by users, and the FAA agreed that Stage III services are not needed for safety in a mandatory participation area.

Local ARSAs have been simplified and standardized and incorporate local user needs in their designs and procedures. Airports other than the "host" airport have been excluded by airspace cutouts, or procedures agreed upon in a letter of agreement. ARSAs require ATC personnel to: establish radio contact with pilots without undue delay and to not refuse access other than in exceptional cases; make transponder operation and radar contact voluntary and ensure that controller workload not be considered a condition for entry; keep vectoring of VFR traffic to the minimum required for individual traffic separation; not to segregate VFR traffic from IFR approach/departure routes.

ARSAs also allow no "road blocks" to transient traffic and they are adequately depicted on aeronautical charts with their assigned frequencies. From the controller's point of view, ARSAs have increased the amount of traffic handled but with a decrease of control instructions. ARSAs also rely more on VFR traffic seeing and avoiding and pilots doing their own point-to-point navigation.

The ARSA can best be described as an expanded airport traffic area where services provided are similar but, instead of giving general traffic information based on pilot position reports, ATC gives specific traffic information using radar. The idea is that ATC will know the location of all aircraft operating in the designated airspace and can then inform all aircraft of traffic in their vicinity. It was not seen as a program to provide positive control and separation to all aircraft in the airspace. VFR aircraft are required to see and avoid one another and the only separation required between VFR and IFR aircraft is conflict resolution. The Stage III idea of radar sequencing aircraft to the primary airport is the same in ARSAs.

The ARSA airspace consists of two circles, both centered on the primary or ARSA airport(s). The inner core has a radius of 5 nm. The outer core has a radius of 10 nm. The airspace of the inner core extends from the surface up to but not including 4,000 feet above that airport. The outer core airspace, between the 5 and 10 nm rings, begins at a height of 1,200 feet AGL and extends up to the same altitude cap as the inner core. The outer area normally is a radius of 20 nm. It extends outward from the primary airport and extends from the lower limits of radio/radar coverage up to the ceiling of the approach controls delegated airspace, excluding the ARSA and other airspace (restricted, prohibited, etc.).

The services offered within the ARSA are: sequencing of all arriving aircraft; standard IFR separation between all IFR aircraft; traffic advisories and conflict resolution or 500 feet vertical separation between IFR and VFR aircraft; and traffic advisories/safety advisories between VFR aircraft.

In the outer area, the same services are offered and strongly encouraged, but not a requirement. When radar and radio contact is established, within the outer area, traffic

advisories are provided as a primary duty.

The ARSA requirements are: aircraft departing satellite airports/heliports within the inner core shall establish two-way radio contact with ATC as soon as possible; and, except for the above, all aircraft shall establish two-way radio communication with ATC prior to entering the ARSA airspace. As noted in the Airman's Information Manual, paragraph 101(k), "This program is not interpreted as relieving pilots of their responsibilities to see and avoid other traffic operating in basic VFR weather conditions, to adjust their operations and flight path as necessary to preclude serious wake encounters, to maintain appropriate terrain and obstruction clearance, or to remain in weather conditions equal to or better than minimums required by FAR 91.105. Whenever compliance with an assigned route, heading and/or altitude is likely to compromise pilot responsibility respecting terrain and obstruction clearance, vortex exposure, and weather minimums, approach control should be so advised and a revised clearance or instruction obtained."

Flying the ARSA. When flying the ARSA outer area, participation is voluntary but highly encouraged. Contact approach control and press on - traffic advisories/safety alerts will be provided as well as separation from IFR aircraft. Prior to entering the ARSA outer/inner core, contact approach control (participation is mandatory). Traffic advisories, safety alerts, sequencing to the primary airport if needed and separation from IFR aircraft will be provided. If you are departing an airport/heliport within the ARSA inner core, contact ATC as soon as possible.

Flying the ARSA is easy and can save you many miles if you keep the three things above in mind and a watchful eye for other traffic. Have a safe and uneventful trip!

(Sources: AOPA Newsletter, May 1985; Airman's Information Manual; FAA-APO-85-1, Nov. 1984; ARSA Implementation Guide; Blake Williams, Portland ARSA Specialist)



AIRCRAFT REGISTRATION FEE SCHEDULE

The following fee schedule is used to determine registration fees to be charged on Montana aircraft. Remember, the deadline for registration is March 1, and the penalty is five times the fee plus the fee. Any questions regarding aircraft registration should be directed to Ray Austin at the Aeronautics Division, phone 444-2506

	0-5 Years	6-10 Years	11-20 Years	21-30 Years	31-40 Years
Single engine, fixed gear, 200 HP & under	300	175	100	50	25
Single engine, fixed gear, over 200 HP	500	250	150	75	50
Single engine, retractable gear, 200 HP & under	600	300	175	100	75
Single engine, retractable gear, over 200 HP	700	400	200	125	100
Multi-engine, piston	800	500	250	175	150
Helicopter, piston	700	450	225	150	125
Single engine jet helicopter, prop jet	1,500	700	450	300	175
Multi-engine jet helicopter, prop jet	2,000	1,000	600	400	200
Jet engine — no propeller	3,000	1,500	800	500	250
Glider, ultralight, gyrocopter, balloon, homebuilt aircraft, antiques or any aircraft over 40 years old — \$20.					

AVIONICS SEMINARS TO BE HELD

Aerotronics, Inc. is continuing their series of informative seminars addressing Mode C rule changes, FCC rules and regulations, antenna systems, and general avionics questions.

Seminars will be held Jan. 16 at the Copper King Inn in Butte, Jan. 17 at the Missoula County Airport Board Room, and Jan. 18 at the Stage Coach Inn in Salmon, Idaho. All programs will begin at 7:00 p.m.

If your group is interested in sponsoring such a seminar or for more information about those already scheduled, contact Aerotronics at 728-7830 in Missoula or 259-5006 in Billings.



1990 Montana Aviation Conference Registration

MONTANA AVIATION CONFERENCE — MARCH 1 - 3, 1990

MAIL TO:

Montana Aviation Conference
P. O. Box 5178
Helena, MT 59604

PLEASE TYPE OR PRINT

Name(s) of participant(s) (for name tags)

Address

Phone

YOUR ORGANIZATION AFFILIATION
(choose one for name tag)

MPA _____ 99S _____
MATA _____ MAAA _____
MAMA _____ EAA _____
MFF _____ CAP _____
Other _____
Non Affiliated _____

PLEASE MAKE THE FOLLOWING RESERVATIONS

NOTE: Meal tickets must be purchased no later than 24 hours in advance.

ENCLOSED

Registration Fee — _____ @ \$25 _____ \$35 \$ _____
Thursday Luncheon _____ @ \$8 \$ _____
Friday Breakfast _____ @ \$5.50 \$ _____
Friday Luncheon _____ @ FREE \$ -0-
Saturday Luncheon _____ @ \$8 \$ _____
Saturday Banquet _____ @ \$20 \$ _____

THOSE WHO PREREGISTER WILL BE ELIGIBLE FOR A SPECIAL DRAWING FOR TWO FREE AIRLINE TICKETS!!!

FAA ISSUES CERTIFICATES

PRIVATE

Paul Bielefeldt Great Falls
Corey Biggers Missoula
Gregory Kaufman Miles City
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ATP

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INSTRUCTOR

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2000 copies of this public document were published at an estimated cost of \$.37 per copy for a total cost of \$746.60, which includes \$561.60 for printing and \$185 for distribution

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NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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Merry Christmas,

